

# Crescent Creek Wild and Scenic River Transportation Report

## **EXISTING CONDITION**

### **Location and Distribution**

The Crescent Creek Wild and Scenic River area contains approximately 13.42 miles of roads under public jurisdictions, with about 9.89 miles of that being roads under Forest Service jurisdiction. The existing road system is unevenly dispersed throughout the analysis area, with the majority being in the northwestern and eastern portions. There are unknown miles of roads under private jurisdiction along Crescent Creek in the northwestern portion of the analysis area.

The bulk of roads within the analysis area are located on rather gentle terrain, with ground slopes seldom exceeding 20%. Roads can be sporadically found in midslope positions with ground slopes at or above 30%. Most of these mid-slope roads are along the east side of the analysis area between Crescent Creek and the northern boundary, the 61 Road.

**Table 1. Summary of Existing National Forest Transportation Motorized Route Designations**

<b>Existing National Forest Transportation System Motorized Routes</b>	<b>Existing Condition</b>
Total Road Miles Designated Open	6.60
Total Road Miles Designated Closed	3.29
Road Miles Designated Open in Riparian Reserves	0.02
Road Miles Designated Closed in Riparian Reserves	0.00
Open Road Stream Crossings	0
Closed Road Stream Crossings	0
Open Road Bridge Crossing	1

### **Age and Development History of the Transportation System**

The majority of the road mileage within the analysis was constructed between twenty and fifty years ago, with limited additions having been constructed in the more recent past. With few exceptions, the roads in this analysis area have been constructed for access to timber harvest areas.

### **Road Use Patterns Over Time, Now And In The Future**

The roads within the analysis area generally have a pattern of use common to low-standard forest roads in the absence of residential enclaves or developed recreation. Most roads see little use other than administrative traffic through the course of the spring and summer, with the exception of the major through-route the 60 Road, which can see heavy recreational use for both summer and winter recreation and residential access. The 6100650 Road in the eastern portion of the analysis area is the access for the Crescent Creek Campground. Timber sale activity can contribute substantially to daily traffic values, but the pattern of activity is usually isolated to one particular area at any given time. In decades past when active grazing allotments were located within the analysis area, there was a small usage component provided by permittee traffic, but that has ended with the abandonment of the grazing allotment. There is

an additional increase in use within the analysis area in the late summer and fall with the commencement of deer and elk hunting season and the Matsutake mushroom picking season.

Portions of the existing road system in the northwestern portion of the analysis area are employed by four specific users in support of their commercial/utility endeavors; Union Pacific Railroad holds road use permits to maintain access to their main rail line running through a portion of the analysis area, Mid-State Electric Cooperative and CenturyTel use part of the existing road system to service their electrical and phone lines that pass through the analysis area and Hoodoo Recreation Services operate and maintain Crescent Lake Resort and Campground. These uses, although not a significant component of the total usage, have occurred for many years (especially in the case of the railroad access for the former Southern Pacific Railroad) and will continue into the foreseeable future.

The anticipated future use patterns would most likely reflect current trends.

### **Existing Road Maintenance Levels and Surface Types – Distribution in Analysis Area**

Maintenance Levels define the level of service provided by, and maintenance required, for a specific road. Maintenance levels must be consistent with road management objectives and maintenance criteria (FSH 7709.59, Road System Operations and Maintenance Handbook).

The five maintenance levels are defined as:

Maintenance Level	Forest Service System Road Miles
1 - BASIC CUSTODIAL CARE (CLOSED)	3.29
2 - HIGH CLEARANCE VEHICLES	5.35
3 - SUITABLE FOR PASSENGER CARS	0.78
4 - MODERATE DEGREE OF USER COMFORT	0.47
Total	9.89

**Table 2.  
Miles of Road by  
Maintenance Level**

**Maintenance Level 1:** These are roads that have been placed in storage between intermittent uses. The period of storage must exceed 1 year. Basic custodial maintenance is performed to prevent damage to adjacent resources and to perpetuate the road for future resource management needs. Emphasis is normally given to maintaining drainage facilities and runoff patterns. Planned road deterioration may occur at this level. Appropriate traffic management strategies are "prohibit" and "eliminate" all traffic. These roads are not shown on motor vehicle use maps.

Roads receiving level 1 maintenance may be of any type, class, or construction standard, and may be managed at any other maintenance level during the time they are open for traffic. However, while being maintained at level 1, they are closed to vehicular traffic but may be available and suitable for non-motorized uses.

**Maintenance Level 2:** Assigned to roads open for use by high clearance vehicles. Passenger car traffic, user comfort, and user convenience are not considerations. Warning signs and traffic control devices are not provided with the exception that some signing, such as W-18-1 "No Traffic Signs," may be posted at intersections. Motorists should have no expectations of being alerted to potential hazards while driving these roads. Traffic is normally minor, usually consisting of one or

a combination of administrative, permitted, dispersed recreation, or other specialized uses. Log haul may occur at this level. Appropriate traffic management strategies are either to: a. Discourage or prohibit passenger cars, or b. Accept or discourage high clearance vehicles.

**Maintenance Level 3:** Assigned to roads open and maintained for travel by a prudent driver in a standard passenger car. User comfort and convenience are not considered priorities. The Manual on Uniform Traffic Control Devices (MUTCD) is applicable. Warning signs and traffic control devices are provided to alert motorists of situations that may violate expectations.

Roads in this maintenance level are typically low speed with single lanes and turnouts. Appropriate traffic management strategies are either "encourage" or "accept." "Discourage" or "prohibit" strategies may be employed for certain classes of vehicles or users when specifically authorized. Non-street-legal OHV use is prohibited.

**Maintenance Level 4:** Assigned to roads that provide a moderate degree of user comfort and convenience at moderate travel speeds. Most roads are double lane and aggregate surfaced. However, some roads may be single lane. Some roads may be paved and/or dust abated. Manual on Uniform Traffic Control Devices is applicable. The most appropriate traffic management strategy is "encourage." However, the "prohibit" strategy may apply to specific classes of vehicles or users at certain times when specifically authorized. Non-street-legal OHV use is prohibited.

**Maintenance Level 5:** Assigned to roads that provide a high degree of user comfort and convenience. These roads are normally double lane, paved facilities. Some may be aggregate surfaced and dust abated. Manual on Uniform Traffic Control Devices is applicable. The appropriate traffic management strategy is "encourage" unless otherwise specifically authorized. Non-street-legal OHV use is prohibited.

## Surface Types

**Table 3. Miles of Road by Surface Type**

Surface Type	Forest Service System Road Miles
<b>BST – BITUMINOUS SURFACE TREATMENT</b>	<b>0.75</b>
3 - SUITABLE FOR PASSENGER CARS (BST)	0.39
4 – MODERATE DEGREE OF USER COMFORT (BST)	0.36
<b>AGG - CRUSHED AGGREGATE OR GRAVEL</b>	<b>0.02</b>
3 - SUITABLE FOR PASSENGER CARS (AGG)	0.02
<b>IMP - IMPROVED NATIVE MATERIAL</b>	<b>0.39</b>
2 - HIGH CLEARANCE VEHICLES (IMP)	0.02
3 - SUITABLE FOR PASSENGER CARS (IMP)	0.37
<b>NAT - NATIVE MATERIAL</b>	<b>8.73</b>
1 - BASIC CUSTODIAL CARE (CLOSED) (NAT)	3.43
2 - HIGH CLEARANCE VEHICLES (NAT)	5.20
4 – MODERATE DEGREE OF USER COMFORT (NAT)	.10
<b>Total</b>	<b>9.89</b>

The majority of roads within the analysis area, almost 88%, are native surface roads under Forest Service jurisdiction. Most of these roads are managed as either being open for high clearance vehicle traffic (Maintenance Level 2) or as being closed so that traffic is eliminated by prohibition or physical barrier and are placed in a basic custodial status (Maintenance Level 1). The native surface roads in Maintenance Level 2 status are not maintained on a recurring basis but are periodically reviewed to determine whether maintenance is needed to protect adjacent resource values.

A small portion of roads, approximately 4%, are classified as being surfaced with improved native material. These routes are maintained to allow for passenger car use (Maintenance Level 3) or are open for high clearance vehicle traffic (Maintenance Level 2).

There is a very small portion of aggregate roads in the analysis area that are maintained for passenger car use (Maintenance Level 3).

The remaining portion of roads within the analysis area, approximately 8%, are categorized as bituminous treated surfaces and are maintained to allow passenger car use (Maintenance Level 3) and (Maintenance Level 4).

### **Existing Road Management Objectives**

The management objectives for the majority of roads within the analysis area generally call for roads to be managed primarily for administrative and land management purposes and are only secondarily managed to facilitate public usage. Public usage is highest during the summer recreation period with additional increases with the onset of hunting season, picking season for Matsutake mushrooms and winter recreation. Generally speaking, the roads immediately accessing private property have recreational or residential access as their primary focus. Beyond that, arterial and collector routes (the two and four digit roads) are generally managed to allow for a mix of commercial and private traffic.

The seven-digit local roads, when open to motorized vehicle use, are managed to be primarily used by high clearance vehicles. While passenger car operation is possible on many of these routes, no special consideration or effort is devoted to allowing such use. During periods of log haul, these seven-digit roads are intended to be single-user facilities, given that their narrow travel ways and lack of frequent, intervisible turnouts preclude opportunities to safely provide for mixed commercial/private traffic.

A Forest-wide Travel Analysis Report was compiled in September of 2015 on the Deschutes National Forest. It is a critical first step towards identifying the minimum road system needed for safe and efficient travel and for the protection, management and use of National Forest Service Lands. Due to the nature of this analysis area there will be no on-the-ground actions occurring therefor we will not be evaluating each of the Forest System Roads within this analysis area.

### **Road Densities**

Open road densities within the analysis area can be expressed as either objective or operational owing to the difference between previously made access management decisions and the degree to which those decisions have been implemented. In essence, the objective open road density is the desired density that would be achieved if all roads were in their desired opened or closed status; the operational road density is a reflection of the current opened or closed status of roads (either physically or by designation) within a given subwatershed.

The analysis area only has a small portion (0.02 miles of open road) of one road (5800510) in the Big Marsh Watershed (HUC – 170703020201).

DRAFT